

**MINUTES OF  
FAIRFAX COUNTY PLANNING COMMISSION  
THURSDAY, JULY 21, 2005**

UNAPPROVED  
AUGUST 31, 2005

PRESENT: Walter L. Alcorn, Commissioner At-Large  
John R. Byers, Mount Vernon District  
Frank A. de la Fe, Hunter Mill District  
Janet R. Hall, Mason District  
Suzanne F. Harsel, Braddock District  
James R. Hart, Commissioner At-Large  
Nancy Hopkins, Dranesville District  
Kenneth A. Lawrence, Providence District  
Peter F. Murphy, Jr., Springfield District  
Laurie Frost Wilson, Commissioner At-Large

ABSENT: Ronald W. Koch, Sully District  
Rodney L. Lusk, Lee District

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The meeting was called to order at 8:19 p.m. by Chairman Peter F. Murphy, Jr., in the Board Auditorium of the Fairfax County Government Center at 12000 Government Center Parkway, Fairfax, Virginia 22035.

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**COMMISSION MATTERS**

On behalf of Commissioner Lusk, Commissioner Alcorn MOVED THAT THE DECISION ONLY ON SE 2004-LE-033, FRANCONIA LODGE #646, LOYAL ORDER OF THE MOOSE, INCORPORATED, BE FURTHER DEFERRED TO A DATE CERTAIN OF SEPTEMBER 15, 2005.

Commissioner Wilson seconded the motion which carried unanimously with Commissioners Koch and Lusk absent from the meeting.

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On behalf of Commissioner Lusk, Commissioner Alcorn MOVED THAT THE PUBLIC HEARING ON RZ 2004-LE-021 AND FDP 2004-LE-021, LANDMARK PROPERTY DEVELOPMENT, LLC, BE DEFERRED TO A DATE CERTAIN OF JULY 28, 2005.

Commissioner Byers seconded the motion which carried unanimously with Commissioners Koch and Lusk absent from the meeting.

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On behalf of Commissioner Lusk, Commissioner Alcorn MOVED THAT THE PUBLIC HEARING ON SEA 01-L-024, KINGSTOWNE TOWNE CENTER, LP, BE DEFERRED TO A DATE CERTAIN OF JULY 28, 2005.

Commissioners Byers and Wilson seconded the motion which carried unanimously with Commissioners Koch and Lusk absent from the meeting.

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On behalf of Commissioner Lusk, Commissioner Alcorn announced that the Housing Committee would meet with the Redevelopment and Housing Authority at 7:30 p.m. on Wednesday, July 27, 2005, in the Board Conference Room.

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Commissioner de la Fe MOVED THAT THE PUBLIC HEARING ON SE 2005-HM-010, WALKER FLP LIMITED PARTNERSHIP, BE DEFERRED TO A DATE CERTAIN OF OCTOBER 5, 2005.

Commissioners Byers and Hopkins seconded the motion which carried unanimously with Commissioners Koch and Lusk absent from the meeting.

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Commissioner Hopkins noted that copies of Site Plan #3785-SP-001-1 for the Chesterbrook Affordable Assisted Living Facility had been distributed tonight. She said when the Board of Supervisors approved SE 2003-DR-022 on April 26, 2004, a condition had been included to submit the plan back to the Planning Commission for review and comment prior to approval. She announced that she would make a recommendation to the Department of Public Works and Environmental Services next week

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Chairman Murphy noted that next Wednesday and Thursday the Planning Commission would hold its last meetings before the August recess. He said the Commission would resume meeting on Wednesday, September 14, 2005.

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PCA 2005-MV-018 - COMMERCE BANK, NA (Decisions Only)

SE 2005-MV-012 - COMMERCE BANK, NA

(The public hearing on these applications was held on July 14, 2005. A complete verbatim transcript of the decisions made is included in the date file.)

Commissioner Byers MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF PCA 2005-MV-018, SUBJECT TO THE PROFFERS DATED JULY 21, 2005.

Commissioner Hall seconded the motion which carried unanimously with Commissioner Hart not present for the vote; Commissioners Koch and Lusk absent from the meeting.

Commissioner Byers MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF SE 2005-MV-012, SUBJECT TO THE DEVELOPMENT CONDITIONS DATED JULY 21, 2005.

Commissioner Hall seconded the motion which carried unanimously with Commissioner Hart not present for the vote; Commissioners Koch and Lusk absent from the meeting.

Commissioner Byers MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF THE WAIVER OF THE SERVICE DRIVE REQUIREMENT ALONG RICHMOND HIGHWAY FOR SE 2005-MV-012.

Commissioner Hall seconded the motion which carried unanimously with Commissioner Hart not present for the vote; Commissioners Koch and Lusk absent from the meeting.

Commissioner Byers MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF THE MODIFICATION OF THE TRANSITIONAL SCREENING REQUIREMENTS AND A WAIVER OF THE BARRIER REQUIREMENT BETWEEN THE R-4 AND C-8 PORTIONS OF THE SITE FOR PCA 2005-MV-018.

Commissioner Hall seconded the motion which carried unanimously with Commissioner Hart not present for the vote; Commissioners Koch and Lusk absent from the meeting.

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FS-S05-13 - FAIRFAX COUNTY DIVISION OF SOLID WASTE DISPOSAL AND RESOURCE RECOVERY, 4618 West Ox Road

Commissioner Murphy MOVED THAT THE PLANNING COMMISSION CONCUR WITH THE "FEATURE SHOWN" DETERMINATION IN FS-S05-13.

Commissioners Alcorn and Byers seconded the motion which carried unanimously with Commissioners Koch and Lusk absent from the meeting.

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#### ORDER OF THE AGENDA

Secretary Harsel established the following order of the agenda:

1. ZONING ORDINANCE AMENDMENT (REGIONAL RAIL TRANSIT FACILITIES)
2. RZ 2004-SP-002 - SAM H. CHUNG AND SONG H. CHUNG
3. SEA 96-B-010 - TRINITY CHRISTIAN SCHOOL

This order was accepted without objection.

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ZONING ORDINANCE AMENDMENT (REGIONAL RAIL TRANSIT FACILITIES) - To amend Chapter 112 (the Zoning Ordinance) of the 1976 Code of the County of Fairfax, as follows: (1) Establish a new regional rail transit facilities use that is defined as stations and associated pedestrian connections, bus bays, parking areas, service yards and inspection yards associated with an electrically-powered rapid rail transit system that serves only the Washington metropolitan region or parts thereof, including but not limited to WMATA Metrorail facilities. Excluded from this definition are accessory facilities related to a regional rail transit facility, unless such facilities are located within 200 feet of a regional rail transit facility. When located outside of an interstate or Dulles International Airport Access Highway right-of-way, a regional rail transit facility would require special exception approval in all districts, except the R-A, R-P, R-C and I-I Districts, and would also be permitted in all P districts when depicted on an approved development plan. Regional rail transit facilities special exception uses would not have to comply with the minimum lot size or bulk requirements of the district in which located, except that parking structures associated with such facilities would have to comply with the bulk regulations. Regional rail transit facilities located within an interstate or Dulles International Airport Access Highway right-of-way would be permitted by right in any zoning district. (2) Establish a new accessory regional rail transit facilities use that is defined as facilities that support the functioning and operation of regional rail transit facilities, including but not limited to WMATA Metrorail facilities, when such facilities are not located within 200 feet of a regional rail transit facility. Accessory regional rail transit facilities include tracks, traction power substations,

tie-breaker stations, train control stations, communications rooms, stormwater management facilities, access easements, temporary staging/construction yards and other related uses. Accessory regional rail transit facilities would be permitted by right in all districts. Except when located within an interstate or Dulles International Airport Access Highway right-of-way, an accessory regional rail transit facility is subject to the following conditions: (a) Must minimize adverse impacts on adjacent properties through the use of landscaping, screening, design and architectural techniques; (b) All buildings containing mechanical or electrical equipment must be fully enclosed and have similar architectural treatment on all sides; (c) All equipment structures on a lot cannot exceed a cumulative total of up to 9350 square feet of gross floor area and a height greater than 30 feet; (d) Outside storage associated with any equipment structures is prohibited; and (e) Minimum lot size, bulk, minimum open space and transitional screening requirements are not required to be met. (3) Subject all regional rail transit facilities and accessory regional rail transit facilities operated by WMATA to the agreement between WMATA and the County, and subject all other regional rail transit facilities to site plan approval. (4) Define WMATA non-rail transit facilities as facilities owned and/or operated by WMATA, including but not limited to WMATA Metrobus storage or maintenance facilities. WMATA non-rail transit facilities shall not be deemed to include regional rail transit facilities, accessory regional rail transit facilities or facilities containing only administrative offices operated by WMATA. (5) Clarify that the 200 foot minimum distance between railroad tracks and all residential dwellings does not apply to tracks associated with regional rail transit facilities or accessory regional rail transit facilities. COUNTYWIDE. PUBLIC HEARING.

Cynthia Chambers, Zoning Administration Division (ZAD), Department of Planning and Zoning (DPZ), presented the staff report, a copy of which is in the date file. She noted that staff recommended approval of the proposed revisions to the Zoning Ordinance pertaining to regional rail transit facilities.

In response to questions from Commissioner Wilson, Ms. Chambers explained that the proposed minimum setback of 100 feet applied only to the distance between tracks associated with electrically-powered regional rail transit facilities or accessory facilities and residential dwellings. Commissioner Wilson expressed concern about the lack of a setback requirement for electrically-powered regional rail transit facilities or accessory facilities.

Responding to a question from Commissioner Hart, Richard Stevens, Department of Transportation, said he did not know whether the 100-foot minimum setback applied to underground tracks.

ZONING ORDINANCE AMENDMENT  
(REGIONAL RAIL TRANSIT FACILITIES)

July 21, 2005

In response to another question from Commissioner Hart, Lorrie Kirst, ZAD, DPZ, noted that staff would clarify in the amendment that the minimum setback applied to horizontal distance.

Commissioner de la Fe expressed concern about the 100-foot minimum setback restricting the future construction of rail transit tracks in Tysons Corner. Barbara Byron, Zoning Evaluation Division, DPZ, concurred and said she was particularly concerned that the Tysons II residential development in Land Bay J might be closer than 100 feet to the tracks.

Commissioner Wilson recommended that residential dwellings and regional rail transit facilities be separated by landscaping or screening. Ms. Kirst replied that huge setback requirements would increase the amount of land area needed to construct the facilities and create higher costs.

Commissioner Wilson suggested that proposed amendment language such as “generally there will be a minimum separation” and “on average, there will be a separation of” be more explicit.

Ms. Byron suggested that staff and Commissioners Alcorn and Wilson meet in the Board Conference Room to develop different wording to address the setback issues.

Chairman Murphy called for speakers from the audience, but received no response. Without objection, he noted that the Planning Commission would continue this public hearing at the close of the last scheduled public hearing this evening.

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The next case was in the Springfield District; therefore, Chairman Murphy relinquished the Chair to Vice Chairman Byers.

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RZ 2004-SP-002 - SAM H. CHUNG AND SONG H. CHUNG - Appl.  
to rezone from R-1 and C-8 to R-20 to permit residential development  
and a waiver of the minimum district size at a density of 8.74  
dwelling units per acre (du/ac). Located at the N.E. corner of the  
intersection of Lee Hwy. and Stevenson St. on approx. 1.03 ac. of  
land. Comp. Plan Rec: Fairfax Center Area 20 du/ac at overlay level.  
Tax Map 56-2 ((3)) 14 and 15. SPRINGFIELD DISTRICT. PUBLIC  
HEARING.

Neville Simon, engineer with CAD-CON Consulting, Incorporated, reaffirmed the affidavit dated August 12, 2004. There were no disclosures by Commission members.

Commissioner Murphy acknowledged that the applicants and residents had been working together to revise the proffers to address concerns.

Tracy Swagler, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. She noted that staff recommended approval of the application.

Mr. Simon stated that the proposed development and the adjoining property on Stevenson Road would both share access to the road, utilities such as water and sewage, and a play area. He explained that in addition to landscaping, a three-foot berm with four-foot fencing would be installed along Lee Highway to be compatible with other fencing in the area and landscaping and fencing would also be provided along Stevenson Street and the K-mart property. He noted that a stormwater management facility would be on-site and a detention facility would be extended to the K-mart property within the existing easement.

In response to a question from Commissioner Hart, Mr. Simon said pedestrian access from the site to Lee Highway and Stevenson Street would be prohibited by fencing and a berm.

Responding to further questions from Commissioner Hart, Ms. Swagler indicated that there had been concerns about a possible pedestrian connection due to increased traffic through the development and excess parking on Stevenson Street. She noted that staff was not opposed to installing a gate in the fencing along Lee Highway, but said it might cause some noise issues.

In response to a question from Commissioner Lawrence, Ms. Swagler said staff had not been concerned about the waiver for the minimum district size because the only undeveloped lot was located directly across Stevenson Street and would not cause appreciable change to the layout if it had been included in the application. Commissioner Lawrence concurred and requested that staff determine which districts would not require a waiver of the minimum district size.

Vice Chairman Byers called the first listed speaker and recited the rules for public testimony.

Karen Cleveland, 1474 Waterfront Road, Reston, Executive Director of the Habitat for Humanity of Northern Virginia, noted that Habitat for Humanity was the builder and developer of the Stevenson Street Townhomes on Morrisons Way. She claimed that the residents of the townhomes had not received notification of the citizen hearings, but said they had met with the applicants after they had received notification of the Planning Commission public hearing. She explained that the applicants had agreed to modify the proffers as suggested by the homeowners to include the construction of a brick wall at the dead-end, addition of an easement for traffic to cut through, and improved safety for children in the neighborhood. Ms. Cleveland expressed support for the proposal, citing the exclusion of commercial use on the property, consistency of the design with the existing community, and the enthusiasm of the applicants to develop the property as one large neighborhood with many shared amenities. She requested that the concerns be addressed and the proffers be modified prior to the approval of the application.

Joycelyn Renwick, 4168 Morrisons Way, Fairfax, expressed concerns about children having a safe place to play in the neighborhood and management of the two-way traffic on Morrisons Way.

Natasha Crawford, 4169 Morrisons Way, Fairfax, stated that the community's main concern was about the safety and security of children playing in the neighborhood. She noted that residents had met with the applicants to revise the proffers to include safety issues such as addition of a play area and basketball court, prohibition of construction traffic through Morrisons Way, and installation of speed humps and a "children playing" sign in the neighborhood.

In response to a question from Commissioner Murphy, Ms. Crawford noted that she was opposed to a gate in the fencing along Lee Highway near the tot lot.

There being no more speakers, Vice Chairman Byers called for a rebuttal statement from Mr. Simon, who declined. There were no further comments or questions from the Commission and staff had no closing remarks; therefore, he closed the public hearing and recognized Commissioner Murphy for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner Murphy MOVED THAT THE PLANNING COMMISSION DEFER DECISION ON RZ 2004-SP-002 TO A DATE CERTAIN OF JULY 27, 2005 WITH THE RECORD REMAINING OPEN FOR WRITTEN COMMENT.

Commissioners Hall and Lawrence seconded the motion which carried unanimously with Commissioners Alcorn and Wilson not present for the vote; Commissioners Koch and Lusk absent from the meeting.

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At the conclusion of the case, Chairman Murphy resumed the Chair.

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SEA 96-B-010 - TRINITY CHRISTIAN SCHOOL - Appl. under Sect. 3-0C04 of the Zoning Ordinance to amend SE 96-B-010 previously approved for a private school of general education to permit an increase in enrollment from 500 up to 575 students in Phase 1. Located at 11202 Braddock Rd. on approx. 25.47 ac. of land zoned R-C and WS. Tax Map 56-4 ((12)) A1 and 68-1 ((1)) 1B. BRADDOCK DISTRICT. PUBLIC HEARING.

Sarah Hall, Esquire, with Blankingship & Keith, PC, reaffirmed the affidavit dated July 13, 2005. Commissioner Hart disclosed that his law firm, Hart & Horan, PC, had a pending case with Ms. Hall's law firm but there was no financial relationship and it would not affect his ability to participate in this case.

Jonathan Papp, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of the application.

Ms. Hall stated that the application proposed an increase in the number of students permitted in Phase I from 500 to 575 but not an increase in the 750 cap on students upon completion of the school site as permitted by the previously approved Special Exception. She indicated that the applicant had agreed to incorporate suggestions made by staff to improve the drop-off and pick-up process in proposed Development Condition Numbers 16 and 17.

Commissioner Harsel pointed out that development conditions restricting the hours of outdoor activities and prohibiting lighting for outdoor playing fields and use of outdoor public address speaker systems had been added to address concerns expressed by neighbor Robert Haffa, Jr. She asked that speakers notify her of what development conditions had not been met. Commissioner Harsel then quoted from a letter sent to neighbors David and Lynn Miller from Braddock District Supervisor Sharon Bulova in response to their email dated July 20, 2005 opposing the application, a copy of which is in the date file. She noted that a letter of support dated July 14, 2005 had been sent by the Lake Fairfax Estates Homeowners Association, a copy of which is in the date file.

Chairman Murphy called the first listed speaker and noted that the rules for public testimony still applied.

Daniel Polsby, 4546 Andes Drive, Fairfax, voiced objection to the application due to a 15 percent increase in the utilization of the subject property, an additional 150 to 200 vehicle trips a day, and increased air and noise pollution. He expressed concern about the safety and welfare of the children who trespassed on his property which had clear access down to Popes Head Creek. He noted that no development conditions had considered the possibility that the creek constituted an attractive nuisance and suggested that a physical barrier be constructed on the east side of the driveway at the top of the hill. He said a 15 percent increase in the number of children constituted a real and substantial change in utilization of the property and should be addressed by the Planning Commission.

In response to questions from Commissioner Harsel, Mr. Polsby noted that children would mainly travel through the gully to reach the creek during the wintertime when the foliage was less dense and although he did not know for certain that the children came from the school, he said he had no reason to think otherwise due to the remote location.

Chairman Murphy commented that the impact of a total enrollment of 750 students had already been assessed during the review and approval of the initial Special Exception application.

Robert Haffa, 4587 Forest Drive, Fairfax, representing the George Mason Woods Homeowners Association, spoke in opposition to the application citing the same reasons the Association had opposed the initial application: concerns about noise, traffic, lighting, loss of green space and wildlife, and the surrender of the tranquil lifestyle of the community. He pointed out that 75 more students would increase traffic and noise and said he was concerned that approval of this application would establish a precedent for future expansion. He requested that neighbors be compensated for the increase in enrollment by providing a 15 percent reduction in the hours that the school's parking lot lights were on or planting 75 more evergreen trees to provide additional screening between the school property and the adjacent homes.

Commissioner Harsel pointed out that the provisions of the original application were not subject to change, but that Supervisor Bulova and school staff were willing to meet with Mr. Haffa to address his ongoing concerns.

Responding to a question from Commissioner Hart, Mr. Papp explained that under the original approval, the applicant was required to obtain a Non-Residential Use Permit to construct Building C to meet the 750 student maximum occupancy.

In response to another question from Commissioner Hart, Mr. Haffa said approximately 350 sets of car headlights entering and leaving the school parking lot shone into his and his neighbor's homes in the morning and evening.

Commissioner Harsel pointed out that County staff and Supervisor Bulova's Office had tried to appease Mr. Haffa by providing abundant screening and a 50-foot buffer.

William Mullet, 4552 Andes Drive, Fairfax, expressed concern about the tremendous amount of traffic entering and exiting the school each day. He claimed that the previous approval required bussing and carpooling of at least 40 percent of the students.

There being no more speakers, Chairman Murphy called for a rebuttal statement from Ms. Hall.

Ms. Hall rebutted Mr. Polsby's contention that there was clear access from the school to Popes Head Creek and said she felt that the children at the school were closely supervised and did not go near the creek during school hours. She pointed out that Mr. Polsby had admitted that he did not know whether the children trespassing on his property were coming from the school and noted that there were multiple subdivisions surrounding the area. She claimed that the school valued its reputation as a good neighbor, wanted to continue to be a good neighbor, and encouraged neighbors who had issues to contact the school.

Responding to questions from Commissioner Byers, Ms. Hall stated that there was a fence along the driveway and tree line on the property, but said there was no need for a fence around the perimeter of the school due to very dense foliage.

In response to a question from Commissioner Lawrence, Ms. Hall explained that the school employed a ride-share program coordinator who sent a letter to parents at the beginning of the school year about the necessity of car and van pooling. Commissioner Lawrence recommended that outreach be provided to the community about the school's ride-share program.

Responding to a question from Commissioner Harsel, Mr. Papp indicated that the buffer between the school property and the adjoining residential area was mainly 50 feet around the perimeter and much wider farther south.

There were no additional comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Harsel for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner Harsel MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF SEA 96-B-010, SUBJECT TO THE DEVELOPMENT CONDITIONS DATED JULY 7, 2005.

Commissioner Hall seconded the motion which carried unanimously with Commissioners Alcorn and Wilson not present for the vote; Commissioners Koch and Lusk absent from the meeting.

Commissioner Harsel MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS REAFFIRMATION OF A WAIVER OF THE BARRIER REQUIREMENTS ALONG SOME OF THE PROPERTY LINES.

Commissioner Hall seconded the motion which carried unanimously with Commissioners Alcorn and Wilson not present for the vote; Commissioners Koch and Lusk absent from the meeting.

Commissioner Harsel MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS REAFFIRMATION OF A MODIFICATION OF THE TRANSITIONAL SCREENING REQUIREMENT ALONG ALL PROPERTY BOUNDARIES IN FAVOR OF THE EXISTING VEGETATION.

Commissioner Hall seconded the motion which carried unanimously with Commissioners Alcorn and Wilson not present for the vote; Commissioners Koch and Lusk absent from the meeting.

Commissioner Harsel MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT IT DIRECT THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES TO WAIVE THE REQUIREMENT FOR INTERPARCEL ACCESS TO FOREST DRIVE TO THE NORTH AND THAT ACCESS TO THE SITE BE PROVIDED SOLELY FROM BRADDOCK ROAD.

Commissioner Hall seconded the motion which carried unanimously with Commissioners Alcorn and Wilson not present for the vote; Commissioners Koch and Lusk absent from the meeting.

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The Commission went into recess at 10:13 p.m. and reconvened in the Board Auditorium at 10:30 p.m.

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ZONING ORDINANCE AMENDMENT (REGIONAL RAIL TRANSIT FACILITIES)  
PUBLIC HEARING CONTINUED

Chairman Murphy noted that the public hearing on the proposed Zoning Ordinance Amendment regarding Regional Rail Transit Facilities would resume.

Commissioner Alcorn indicated that revised copies of the proposed amendment had been distributed to the Commission and he briefly reviewed the changes.

In response to a question from Commission Alcorn, Richard Stevens, Department of Transportation, said the minimum horizontal distance of 25 feet would allow residential development to occur close to the regional rail transit lines in Tysons Corner.

Responding to questions from Commissioner Hart, Mr. Stevens explained that the amendment would allow residential dwellings to be built above or to straddle regional rail transit facilities and associated tracks.

In response to a question from Commissioner de la Fe, Cynthia Chambers, Zoning Administration Division (ZAD), Department of Planning and Zoning (DPZ), stated that the minimum horizontal distance of 25 feet would not preclude residential development on top of a tunnel. Commissioner de la Fe noted that he preferred no setback, but said the 25 feet minimum was workable.

Commissioner Wilson said she was still hesitant to accept that there would be no minimum setback for regional rail transit facilities or accessory facilities between residential dwellings.

Responding to a question from Commissioner Alcorn, Ms. Chambers noted that on page 2, line 18, the word "not" should be removed. Commissioner Harsel suggested that the word "for" be deleted on line 24 on page 2. Commissioner Byers recommended using the term "WMATA" throughout the amendment. He further recommended that the term "electrically-powered regional rail transit facilities" be used the first time and the acronym "EPRRTF" be used thereafter. Lorrie Kirst, ZAD, DPZ, responded that staff would consider including the acronym.

ZONING ORDINANCE AMENDMENT  
(REGIONAL RAIL TRANSIT FACILITIES)

July 21, 2005

There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Alcorn for action on this amendment. (A verbatim excerpt is in the date file.)

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Commissioner Alcorn MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS ADOPTION OF THE PROPOSED AMENDMENT TO THE ZONING ORDINANCE RELATED TO REGIONAL RAIL TRANSIT FACILITIES AS SET FORTH IN THE ATTACHMENT TO THE MEMORANDUM TO THE PLANNING COMMISSION FROM LORRIE KIRST, DEPUTY ZONING ADMINISTRATOR, AS REVISED AND DISTRIBUTED TO THE COMMISSION ON JULY 21, 2005.

Commissioners Byers and Hart seconded the motion which carried unanimously with Commissioners Koch and Lusk absent from the meeting.

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The meeting was adjourned at 10:45 p.m.  
Peter F. Murphy, Jr., Chairman  
Suzanne F. Harsel, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Kara A. DeArrastia

Approved on: \_\_\_\_\_

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Linda B. Rodeffer, Clerk to the  
Fairfax County Planning Commission